REVIEW GUIDE for the 145th Street Station Subarea Planned Action

FINAL ENVIRONMENTAL IMPACT STATEMENT

JULY 2016

CITY OF SHORELINE

Review Guide

for the 145th Street Station Subarea Planned Action, Final Environmental Impact Statement (FEIS)

The Purpose of this Guide

This review guide is provided as a companion to the 145th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS). The guide highlights changes and updates in the FEIS from the earlier Draft Environmental Impact Statement (DEIS) published in 2015. This guide also summarizes important information about the alternatives to assist those reviewing the FEIS.

Differences between the FEIS and DEIS

Much of the information in background and affected environment descriptions in the FEIS remains the same as presented in the DEIS, but has been retained in the FEIS to provide supporting information for the analysis of the new alternative. This also provides the reader with the analytical content all in one document so that there is not a need to reference between the DEIS and FEIS in review.

The subarea context and geography is the same from that analyzed in the DEIS; no changes in subarea/study area boundaries have occurred. As such, all descriptions of the Affected Environment in the FEIS remain the same as were presented in the DEIS, with the exception of clarifications in text made as a result of comments received on the DEIS. Planning and analysis under all alternatives (including no action) assume that Sound Transit's planned light rail system would be implemented and that the station at 145th would be operable by the year 2023.

Key areas of new content and change in the FEIS from the DEIS include the following:

Analysis of a New Action Alternative, Alternative 4—Compact Community Hybrid—The FEIS presents new analysis related to a fourth alternative (and third action alternative, Alternative 4—Compact Community Hybrid). This analysis was not reflected in the DEIS because the City of Shoreline intended to review the analysis of the alternatives in the DEIS, gather public and agency comments, and then identify any potential additional alternatives for analysis in the FEIS. Alternative 4 was identified as a new alternative to be addressed in the FEIS.

The Potential for Phased Zoning with Delineated Phase 1 and Phase 2 Boundaries—The FEIS also examines potential phasing of zoning with specific Phase 1 and Phase 2 boundaries. On May 2, 2016 the Shoreline City Council decided to study the potential to phase zoning for all action alternatives in the FEIS. If phased zoning were to be implemented, Phase 1 could take effect upon adoption of the Subarea Plan (2016) and Phase 2 could take effect in 2033 (10 years after the light rail station is operational). While a standard growth rate of between 1.5 percent and 2.5 percent is used to

calculate impacts at twenty-year and build-out timeframes for all action alternatives, applying a specific boundary for Phase 1 and Phase 2 would influence where growth and change would occur, and as such, this has been addressed in more detail in the FEIS.

Integration of the DEIS Addendum and Additional Analysis—Another difference between the FEIS and the DEIS is the integration of content from the DEIS Addendum discussed with the Planning Commission on February 18, 2016 and posted on the City's website on February 19, 2016. More information pertaining to critical areas, specifically streams, wetlands, and their potential buffer areas, as well as geotechnical conditions in the subarea is provided based on a more in-depth assessment of these features that was conducted in response to comments received on the DEIS. Refer to Section 3.4 of the FEIS for this additional discussion.

145th Corridor Study Outcomes—The FEIS also integrates outcomes from the 145th Corridor Study into the analysis, including consideration of the revised bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Street Corridor Study. Elements of the "green network" included in the DEIS are carried forward in the FEIS with more specific recognition of the Off-Corridor Network and how it might support the subarea plan for rezoning and redevelopment. An illustration of the Off-Corridor Network is available here: http://www.shorelinewa.gov/home/showdocument?id=25427.

Alternatives Analysis—New analysis of Alternative 4—Compact Community Hybrid occurs throughout the various impact topic sections of Chapter 3. Analysis of Alternative 1—No Action is typically followed by a discussion of the next twenty years of potential plan implementation, with or without phasing, in each section. Then, the action alternatives are analyzed, with the new analysis of potential environmental impacts related to Alternative 4—Compact Community Hybrid typically listed first, followed by analysis of the other action alternatives, Alternative 3—Compact Community, and Alternative 2—Connecting Corridors. The analysis of potential impacts of Alternatives 3, 2, and 1 remain generally the same in the FEIS as presented in the DEIS.

Responses to Comments on the DEIS and the DEIS Addendum—Responses to substantive comments submitted within the comment periods of the DEIS and the DEIS Addendum are provided in Chapter 4 of the FEIS. This chapter is organized with responses to comments that fit into common themes first, followed by actual comments received and additional responses to these, focused on referencing areas of the FEIS where comments are addressed.

Alternatives Shaped through a Community Based Process

In spring of 2013, the City of Shoreline entered into community-based visioning and planning to address future land use, transportation, and neighborhood enhancements in the community's light rail station subareas at NE 145th and NE 185th Streets along Interstate 5 (I-5). The FEIS analyzes alternatives associated with the NE 145th Street Station Subarea. The 145th Street Station Subarea Plan is being shaped by public and

stakeholder engagement and will result in a plan for transit-oriented land uses and zoning provisions in the subarea as well as supporting public space enhancements, multimodal transportation and utility system improvements, and other public infrastructure and amenities associated with the plan.

The City's station subarea planning process is guided by Framework Policies adopted by the City Council in May 2012 as well as specific policies of the Land Use Element (LU23-LU46) adopted into the Comprehensive Plan in December 2012. Other policies and provisions of the City of Shoreline's Comprehensive Plan, as well as citizen visioning work that culminated in Vision 2029, and adopted plans such as the Transportation Master Plan also serve as a foundation for the station subarea plan and will be integrated into the plan as applicable.

Development of the action alternatives originally analyzed in the DEIS resulted from an extensive community engagement process that began in spring of 2013 with visioning and continued through the entire development of the subarea plan. Public input was received at multiple community design workshops, which helped to shape the action alternatives analyzed. A summary of all visioning workshops is available at: http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/visioning-workshop-comments and a summary of community design workshops is available at: http://www.shoreline.com/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/145th-design-dialogue-workshops

Other factors that influenced creation of the potential zoning scenarios analyzed in the FEIS were the Market Assessment authored by Leland Consulting Group (see Sections 3.1 and 3.2 of the FEIS), and existing local, regional, and state policies (see Chapter 2 of the FEIS).

Background on Development of Alternative 4—Compact Community Hybrid

On April 7, 2016, the Planning Commission held a public hearing to select a Preferred Alternative zoning scenario to recommend to the Council for study in the FEIS. The staff report and attachments from this meeting are available here: http://www.shorelinewa.gov/home/showdocument?id=25603.

Following the public hearing on April 7, 2016, the Planning Commission recommended the Compact Community Hybrid map for Council consideration as the Preferred Alternative zoning scenario to be studied in the FEIS. On May 2, 2016, City Council concurred that this new alternative should be studied in the FEIS. The new alternative, **Alternative 4—Compact Community Hybrid,** is based on the Compact Community map, but includes some elements of the Phased Connecting Corridor map. Based on public comment, areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park retain single-family (R-6) zoning in this scenario. Alternative 4 also shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Corridor Study, but also incorporates elements of the "green network" that was studied in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

While the City Council directed that Alternative 4—Compact Community Hybrid be studied in the FEIS, the Council declined to identify it, or any of the alternatives, as the Preferred Alternative pending the outcomes of the FEIS analysis. The State Environmental Policy Act (SEPA) does not require designation of a Preferred Alternative in the FEIS. What is most important is that the EIS analyze a range of reasonable alternatives – from maintaining the current zoning to the most intense level of impact that may be considered for zoning. In other words, the final decision on zoning and its related impacts cannot exceed the highest level of impact studied in the FEIS.

Overview of Alternatives Analyzed in the FEIS

Following is a summary of the alternatives analyzed in the FEIS. Graphic illustrations of these alternatives are provided at the end of this guide.

Alternative 4—Compact Community Hybrid—Is based on the Compact Community scenario analyzed as Alternative 3 in the previous DEIS (see description below), but also includes some elements of the Phased Connecting Corridor scenario (Alternative 2). Based on public comments, areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park retain single-family (R-6) zoning in this scenario. Alternative 4 also shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Corridor Study, but also incorporates elements of the "green network" that was studied in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

Alternative 3—Compact Community—Proposes zoning changes and supporting improvements in a compact area that would focus potential growth within approximately one half mile of the planned light rail station. While this alternative proposes change over less geographic area than Alternative 2, it would result in more density at build-out than both other action alternatives (Alternatives 2 and 4). Potential redevelopment implemented under this alternative would concentrate higher density MUR-85' zoning (maximum base height of 85 feet) close to the planned light rail station with a mix of MUR-35' (maximum height of 35 feet) and MUR-45' (maximum height of 45 feet) within the remainder of the subarea. This alternative does not propose rezoning along the connecting corridors described below that are part of Alternative 2. The Compact Community alternative also depicts the "green network" that is described as part of Alternative 2 below.

Alternative 2—Connecting Corridors—Emphasize changes in zoning and proposed improvements around the planned light rail station and along the 5th Avenue NE and 155th Street corridors. These connecting corridors extend between the station subarea, commercial districts at 165th Street and 15th Avenue, and Shoreline Place/Aurora Square. Potential redevelopment analyzed in this alternative would be more spread out and would include more area proposed at lower heights.

Alternative 1—No Action—Retains existing zoning in the subarea and provides a basis for comparison of the action alternatives. No Action, however, does not necessarily mean that no change would occur in the subarea (see discussion later in this guide). Also, while

the No Action Alternative is analyzed, retaining existing zoning in the subarea around the proposed light rail station would be inconsistent with the City's adopted Comprehensive Plan and with other applicable adopted policies at the local, regional, state, and federal levels.

Timeline for FEIS and Subarea Plan Review and Potential Plan Adoption

Additional Planning Commission and City Council meetings are scheduled for Subarea Plan and ordinance review and adoption. Subsequent to preparation of the FEIS, the City will prepare the Subarea Plan document, the Planned Action Ordinance, and Development Code regulations to support implementation of the plan. The following timeline outlines the proposed schedule for review of the FEIS and Subarea Plan package for the 145th Street Station Subarea:

- **July 7:** Planning Commission meeting: Discuss Final EIS
- **July 21:** Planning Commission meeting: Discuss Subarea Plan
- **August 4:** Planning Commission meeting: Discuss Planned Action and adopting ordinances
- **August 18:** Planning Commission *Public Hearing*: Discuss Subarea Plan package and make recommendation to the City Council
- **September 12:** City Council meeting: Study Session on Subarea Plan package
- **September 26:** City Council meeting: Council adopts 145th Street Station Subarea Plan package

It should be noted that this schedule could change if the Planning Commission does not have a quorum during any of the above summer meetings or if decisions or deliverables take longer than the time allotted.

Estimated Pace of Growth

The estimated pace of growth analyzed in the FEIS action alternatives is 1.5 percent to 2.5 percent annual growth per year. This is based on analysis of existing growth rates in the region, as well as the anticipation that the rate of growth may increase with the allowance of higher density zoning in the subarea. For more information about the expected pace of growth and population demographics, refer to Section 3.2 of the FEIS.

The First Twenty Years of Implementation, with or without Phasing Boundaries, Compared to Build-Out

Although the pace of growth for all action alternatives is estimated to be the same (1.5 percent to 2.5 percent average annually) and growth levels under any of the alternatives would be expected to be similar after the first twenty years, where this growth happens would vary somewhat with each alternative and depending upon phasing boundaries, if implemented.

Each of the action alternatives would reach build-out of proposed zoning at different timeframes since varying levels of zoning change would occur under each.

If specific Phase 1 and Phase 2 boundaries are applied to any of the alternatives, the geographic area of growth and change likely would be different than if no phasing boundaries were applied to the subarea.

The FEIS analyzes how phasing would affect potential growth and change in the subarea and the list of mitigation measures required to address the potential impacts of this growth and change. A Phase 1 boundary that would be in effect through 2033 (17 years from the date of FEIS publication and 10 years after light rail starts) is analyzed in the FEIS, along with a Phase 2 boundary that would encompass the remainder of the subarea after 2033.

If no phasing boundaries are adopted for the subarea, the level of growth and change under any of the action alternatives would be expected to be similar for the first twenty years. As such, mitigation measures related to each action alternative also would be similar.

Long term impacts under each alternative would vary because of the extent of rezoning proposed. At full build-out, Alternative 2—Connecting Corridors would require the most utility and transportation improvements and upgrades, as well as the highest level of public services to serve the proposed growth. This is due to Alternative 2 covering a greater geographic area at build-out than Alternative 3—Compact Community or Alternative 4—Compact Community Hybrid. Analysis of anticipated impacts and recommended mitigation is presented in Chapter 3 of the FEIS and summarized in the chart later in this guide and in Chapter 1 of the FEIS.

Build-Out Time Frames

Estimated time frames for achieving full build-out of the proposed zoning under the three action alternatives (based on the estimated annual pace of growth of 1.5% to 2.5%) are as follows:

Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors
55 to 87 years by 2071 to 2103	63 to 98 years by 2078 to 2113	60 to 94 years by 2075 to 2109

Planning Horizon Year 2035—Expected Growth and Change under Any of the Action Alternatives

While the proposed zoning scenarios under the action alternatives represent a long term vision for the subarea, the Subarea Plan and related capital improvement recommendations focus on the next twenty years of implementation, consistent with Washington State Growth Management Act (GMA) provisions. The planning horizon year referenced consistently throughout the DEIS and FEIS is **2035**. Implementation of any of the action alternatives would be expected to increase population, housing units, and employment in the subarea. For more information about how the estimated average annual growth rate of 1.5 percent to 2.5 percent was assumed for planning and analysis purposes for population, housing, and employment forecasts, refer to Section 3.2 of the FEIS.

Existing Population, Housing, Units, and Employment in the Subarea (2014 Data)

Population	8,321
Housing Units	3,467
Employees	1,595

- *This population is based on the data aggregated to Traffic Analysis Zones (TAZs) which encompass and extend beyond the subarea (see graphic at end of this guide).*
- *Population, housing, and employment levels forecasted are estimates that include the City of Shoreline subarea area geography. Land area south of N-NE 145th Street, inside the City of Seattle limits is not included in this study area.*
- *The total estimated population of the City of Shoreline was 55,439 in 2015.*

Estimated Twenty-Year and Build-Out Population, Housing Units, and Employment Projections

	Alternative 4 Compact Community Hybrid	Alternative 3 Compact Community	Alternative 2 Connecting Corridors	***Alternative 1 No Action
2035 Population*	11,207 to 13,365	11,207 to 13,365	11,207 to 13,365	11,040
2035 Housing Units*	4,670 to 5,681	4,670 to 5,681	4,670 to 5,681	4,600
2035 Employees*	2,180 to 2,678	2,180 to 2,678	2,180 to 2,678	2,325
Build-Out Population	32,367	36,647	34,643	**
Build-Out Housing Units	13,486	15,270	14,435	**
Build-Out Employees	11,011	9,639	11,747	**
Build-Out Years	55 to 87 years by 2071 to 2103	63 to 98 years by 2078 to 2113	60 to 94 years by 2075 to 2109	**

* Projections assume 1.5 percent to 2.5 percent annual growth rate for the action alternatives from the time the rezoning is adopted.

** For Alternative 1—No Action, only projections through the twenty year horizon of 2035 were analyzed. Build-Out was not analyzed because the timeframe for build-out is difficult to approximate.

*** The 2035 projection for Alternative 1—No Action is based on the Transportation Master Plan (TMP) Dispersed Model Option, which is an over-projection given the existing land use capacity of the TAZs that encompass and extend beyond the subarea. The twenty-year (2035) population, housing units, and employee levels likely would be much less than projected in the TMP Dispersed Model.

Projected Net Increases in Population, Housing Units, and Employment over Existing Levels

	Alternative 4 Compact Community Hybrid	Alternative 3 Compact Community	Alternative 2 Connecting Corridors	Alternative 1 No Action
2035 Population	+2,886 to +5,314	+2,886 to +5,314	+2,886 to +5,314	+2,719
2035 Housing Units	+1,203 to +2,214	+1,203 to +2,214	+1,203 to +2,214	+1,133
2035 Employees	+585 to 1,083	+585 to 1,083	+585 to 1,083	+730
Build-Out Population	+24,046	+28,326	+26,322	
Build-Out Housing Units	+10,019	+11,803	+10,968	
Build-Out Employees	+9,416	+8,044	+10,152	

The estimated total number of housing units in the subarea would increase to 4,670 at 1.5 percent growth and 5,681 at 2.5 percent growth by 2035 under any of the action alternatives. Although the market assessment projected a demand for 500 to 800 or more housing units through 2035, this was a conservative estimate. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,450 housing units by 2035. There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years and improving market conditions.

Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea. A variety of housing choices would be available through the proposed mixed use residential (MUR) zoning categories (see later discussion and graphics in this guide).

Conceptual illustration of live/work units and multifamily buildings proposed in West Seattle (Johnston Architects); example of redevelopment possibility under the MUR-35 zoning category

Projected Development and Capital Improvements to Support the First Twenty Years of Implementation

Since the potential impacts under any of the action alternatives over the first twenty years would be similar, capital improvement recommendations are generally consistent across all alternatives for the twenty-year planning horizon. The *145th Street Station Subarea Plan* would include a list of specific capital improvement projects needed to support the first twenty years of implementation.

Market Trends and Demand for Housing and Mixed Use

A market assessment prepared by Leland Consulting Group for the 145th Street Station Subarea identified potential transit-oriented development opportunities for the next twenty years. The market assessment predicts an increased demand in multifamily and various types of housing as Shoreline continues to attract residents of varying income levels. While the market assessment identified a potential demand for approximately 500 to 800 residential units or more through 2035, additional demand for housing could occur during the next twenty years depending on changes in the market, opportunities provided elsewhere, property owners' willingness to redevelop or sell their properties for redevelopment, and other factors. Certainly, the demand for housing would continue beyond twenty years, and may grow higher depending on these factors. For more information about the findings of the assessment, refer to Section 3.1 in Chapter 3 of the FEIS.

The Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014 forecast of "development prospects," ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring baby boom generation and the emerging generation of home buyers and renters (also known as the Millennials or Generation Y) are creating a higher demand for urban infill housing and mixed use. Based on recent studies by ULI and others, both of these types of consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles.

While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact, mixed use qualities may be most desirable. In a recent national survey *American in 2013: Focus on Housing and Community*, ULI found that among all adults polled (including Baby Boomers and Millennials/Gen Y-ers), the quality of public schools, parks and recreation opportunities, walkability, and short distance to work or school all ranked as important or very important. Shoreline's reputation as a livable community, with good schools, parks, trails, and other amenities, will continue to attract residents in the coming decades.

For more information on market analysis and trends refer to the report prepared by Leland Consulting Group, available at: http://www.cityofshoreline.com/home/showdocument?id=17855. The market assessment completed for the 185th Street Station Subarea by BAE Urban Economics is available at: http://www.cityofshoreline.com/Home/ShowDocument?id=15704.

Anticipated Growth and Change under Alternative 1—No Action

The FEIS assumed population growth for Alternative 1—No Action consistent with the City's Transportation Master Plan dispersed growth scenario through 2030. By 2035, the estimated population for the subarea under Alternative 1—No Action would be 11,040 people, compared to the existing estimated population of 8,321, adding 2,719 people over the next twenty years.

As analyzed in Section 3.1 of the FEIS, ***"No Action" does not translate to "No Change" in the subarea.*** With the implementation of light rail, there would be greater demand for land uses in proximity to the station, particularly for housing. The existing zoning for much of the subarea is Residential, six units per acre (R-6). The R-6 zoning covers most of the existing subarea, with other commercial zones in the locations described above. R-6 allows six dwelling units per acre and the commercial zones allow greater densities. The existing average number of units per acre in the subarea is 3.2. As such a substantial number of new housing units could be constructed over time in the subarea under the existing zoning. Attached single family homes (such as duplexes, triplexes, and townhouses) and accessory dwelling units (attached or detached, maximum one per lot) are allowed in the R-6 zone if proposed redevelopment meets certain criteria (refer to Shoreline Municipal Code 20.40.510). The existing maximum height for buildings in the R-6 zone is 35 feet.

Much of the housing stock in the subarea is reaching an age of 50 to 60 years or more, and some residents will likely make substantial renovations to their homes or demolish existing homes to build new ones. Based on this trend and the anticipated demand for more housing that will occur with light rail as homesites are redeveloped in the subarea in the future under Alternative 1—No Action, the community could expect to see either larger and taller single family homes or combinations of various types of attached multiple-unit residential buildings and accessory dwelling units. Any of the residential buildings, including accessory dwelling units, could be constructed to a maximum height of 35 feet (approximately 3 to 3.5 stories). For comparative purposes, throughout north Seattle, there has been significant construction of this type over the last twenty years, which has changed the character of single family neighborhoods. These larger, newer homes would also likely be more expensive, limiting the number available for purchase by moderate-income households.

It is also important to reiterate that redevelopment under Alternative 1—No Action would not be consistent with the adopted vision for the light rail station area as a vibrant, equitable transit-oriented district. Single family redevelopment under the No Action Alternative would provide fewer opportunities for new housing and new improvements associated with redevelopment to streets and public spaces than

proposed under Alternatives 2, 3, or 4, including the green network envisioned by design workshop participants. Under Alternative 1, there would be a significantly lower overall quantity of various types of housing to fit diverse income levels, and substantially less mixed use/neighborhood commercial at street level. Increased housing choice and affordability will be needed to serve the growing demand in the subarea over the long term.

New Zoning Categories to Support Mixed Use Residential in the Subarea

The FEIS introduces five new zoning categories for the subarea:

- MUR-85': Mixed use residential with 85-foot maximum base building height (applicable to Alternative 3 only)
- MUR-70': Mixed use residential with 70-foot maximum base building height (applicable to Alternative 4 only)
- MUR-65': Mixed use residential with 65-foot maximum base building height (applicable to Alternative 2 only)
- MUR-45': Mixed use residential with 45-foot maximum building height (applicable to Alternatives 2, 3, or 4)
- MUR-35': Mixed use residential with 35-foot maximum building height (applicable to Alternatives 2, 3, or 4)

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The City updated Code provisions through adoption of the 185th Street Station Subarea Plan to add MUR-35', MUR-45', and MUR-70' zones and define allowed uses; dimensional, design, and transition standards; mandatory requirements; and incentives for desired amenities. Existing single-family homes are protected under all new zoning designations. Refer to the illustrations at the end of this guide depicting potential housing styles that could be built within these zoning categories.

Existing single-family homes are protected under all new zoning designations.

MUR-85'

Mixed-Use Residential—85-foot maximum base height: This zone would allow building heights of 85 feet, generally seven stories tall. This zone would accommodate mixed use with residential and/or office uses above commercial or other active use at the ground floor level. Building types would generally be 5 over 2 (five levels of wood-frame construction over a two level concrete podium base with these two levels typically consisting of active uses and parking).

MUR-70'

Mixed-Use Residential—70-foot maximum base height: This zone would allow building heights of 70 feet, generally five to six stories tall with some flexibility for different roof top amenities. This zone would accommodate mixed use with residential and/or office uses above commercial or other active use at the ground floor level. Building types would generally be 5 over 1 (five levels of wood-frame construction over a one level concrete podium at the ground floor level).

MUR-65'

Mixed-Use Residential—65-foot maximum base height: This zone would allow building heights of 65 feet, generally five to six stories tall. This height is less flexible than the 70-foot base height allowable under MUR-70' and would limit some roof styles and roof top amenities. This zone would accommodate mixed use with residential and/or office uses above commercial or other active use at the ground floor level. Building types would generally be 5 over 1 (five levels of wood-frame construction over a one level concrete podium at the ground floor level).

Potential Height Bonus with Development Agreements in MUR-85', MUR-70', and MUR-65' Zones

The Council included regulations adopted as part of the 185th Street Station Subarea Plan that create provisions for developer agreements that could award additional height/density for projects that provide a mix of required and optional amenities. See additional discussion later in the section regarding development regulations for more information. This would only be applicable to development projects in the MUR-85', MUR-70', or MUR-65' zones. The next feasible building height for construction after the 5 over 2 or 5 over 1 building type that can be built under any of these base zones requires steel frame construction, which is significantly more expensive, and usually requires at least twelve stories to cover costs. As such, the allowable maximum height for buildings in the MUR-85', MUR-70', or MUR-65' zones with development agreements would be 140 feet, which would allow up to approximately fourteen stories. For purposes of analysis in the FEIS, it was assumed that 25 percent of the properties zoned MUR-85' in Alternative 3, MUR-70' in Alternative 4, and MUR-65' in Alternative 2 would be developed to the 140-foot height at build-out, although this assumption is likely high.

It is anticipated that redevelopment to these building heights could take many years to implement. Redevelopment of this type (supporting building heights of seven stories to fourteen stories with development agreements) would require aggregation of a large number of parcels. Given current market forces, it is likely that density styles more comparable to MUR-45' and MUR-35' would occur more commonly in the next ten to twenty years through infill development, with more intense uses occurring over a longer period of time. Any potential development agreement would be required to go through a public process, including notification and the opportunity for public input.

MUR-45'

Mixed-Use Residential—45-foot height limit: This zone would allow multi-family building types. The height limit for MUR-45' would be 45 feet, which equates to a four story building. The MUR-45' zone would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc. also could be developed in MUR-45', and single family homes along streets classified as "arterials" could be converted to commercial and professional office uses.

MUR-35'

Mixed-Use Residential—35-foot height limit: This zone would allow multi-family and single family detached and attached housing styles such as row houses, townhomes, and potentially cottage housing. The height limit for this zone is 35 feet, which is the same as single-family R-6 zones, and equates to a 3-story building. MUR-35' also would allow commercial and other active uses along streets identified as arterials. These types of buildings might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial). This also would allow conversion of existing homes to restaurants, yoga studios, optometrist offices, and other uses.

Availability of this FEIS and Copies for Purchase

This FEIS is posted at: www.shorelinewa.gov/145FEIS, and may be downloaded and reviewed for free. Desk copies are available for review at Shoreline City Hall (17500 Midvale Avenue N, Shoreline, WA, 98133) and at the Shoreline Libraries (345 NE 175th Street, Shoreline, WA 98133 and 19601 21st Ave NW, Shoreline, WA 98177). Copies of this FEIS (printed or on compact discs) may be purchased from the City of Shoreline Department of Planning & Community Development (17500 Midvale Avenue N, Shoreline, WA, 98133) for the cost of production.

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Date of Final Action and Implementation

As provided in WAC 197-11-460, the City shall not act on the proposal for which the FEIS has been prepared prior to seven days after issuance of the FEIS. The Planning Commission will hold a public hearing at 7:00 pm on **August 18, 2016** in the Council Chambers at Shoreline City Hall (17500 Midvale Avenue N). While the FEIS itself will not be a subject of the public hearing, it will be used to inform decision-making with regard to the full Subarea Plan package, which will consist of three adopting ordinances:

- **Ord. No. 750** Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map
- **Ord. No. 751** Amending the Unified Development Code, Shoreline Municipal Code Title 20, and the Official Zoning Map to Implement the 145th Street Subarea Plan
- **Ord. No. 752** Planned Action for the 145th Street Station Subarea pursuant to the State Environmental Policy Act

City Council will discuss the Subarea Plan package on September 12 and 26, 2016, and anticipates taking final action on the adoption of the 145th Street Station Subarea Plan package by mid-October 2016. If approved, redevelopment of the station subarea would occur gradually, over the coming decades.

Comparative Potential Impacts and Mitigation Measures of the Alternatives in the FEIS

The table below and on the following pages summarizes potential impacts and related mitigation measures for the alternatives in the FEIS.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.1 Land Use Patterns, Plans, and Policies	Similar to Alternative 3 with some zoning elements of Alternative 2, but retains areas around parks and open space in single family use. Current land use patterns would be altered from predominantly single family to mixed use, multi-family, and attached single family, along with some neighborhood supporting retail and employment uses. More preserved areas of single family in the subarea than under Alternatives 3 or 2. Potential impacts to land use compatibility between new and existing land uses would require mitigation.	More building height and density in the vicinity of the proposed light rail station than other action alternatives. Current land use patterns would be altered from predominantly detached single family to mixed use, multifamily and attached single family, along with some neighborhood-supporting retail and employment uses. Some preserved areas of single family in the subarea; more than under Alternative 2; about the same as Alternative 4 (but with less retained single family around parks and open space). Potential impacts to land use compatibility between new and existing land uses would require mitigation.	Would result in the greatest extent of geographic change, but less building height and density in the vicinity of the proposed light rail station than under Alternative 3. Current land use patterns would be altered from predominantly detached single family to mixed use, multifamily and attached single family, along with some neighborhood-supporting retail and employment uses. Less preserved areas of single family in the subarea than under Alternatives 4 and 3. Potential impacts to land use compatibility between new and existing land uses in the subarea would require mitigation, but less than under Alternatives 4 and 3.	Land use patterns would remain consistent with current conditions and the level of change in urban form would be minimal; however, anticipated enhancements to neighborhood character as a result of private and public investment in the subarea would not be realized. Land use compatibility would not be a concern although there would be ongoing infill redevelopment of single family homes, added accessory dwelling units, and conversion to attached single family as property owners build to the allowed density of R-6. Alternative 1 is not consistent with adopted federal, state, regional, and City goals, policies, objectives, and initiatives for land use that supports high-capacity transit (see Chapter 2 of the FEIS for more information).

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
3.1 Land Use Patterns, Plans, and Policies	• Incremental change over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and provide suitable transitions between uses. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of change.	• Incremental change over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and provide suitable transitions between uses. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of change.	• Incremental change over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage best design practices and design features that enhance the neighborhood and provide suitable transitions between uses. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of change.	• Alternative 1—No Action is not considered a viable alternative because it does not meet the basic purpose and need for the planned action and is not consistent with adopted plans and policies at the local, regional, state, and federal levels.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.2 Population, Housing, and Employment	Annual population growth projected at 1.5 percent to 2.5 percent would be the same under all action alternatives, and 11,207 to 13,636 people living in 4,670 to 5,681 housing units, and 2,180 to 2,678 employees would be expected by 2035. At Build-Out: An estimated total of 32,367 people would live in 13,486 housing units, and 11,011 jobs/employees would occur in the subarea. At full build-out would provide increased capacity for affordable housing and housing choices over the long term, but not as much as the other action alternatives. Would provide fewer employment opportunities than under Alternative 2, but more than Alternative 3 and overall significant capacity for employment growth to help meet City's targets and balance the jobs-to-housing ratio.	11,207 to 13,636 people living in 4,670 to 5,681 housing units, and 2,180 to 2,678 employees would be expected by 2035. At Build-Out: An estimated total of 36,647 people would live in 15,270 housing units, and 9,639 jobs/employees would occur in the subarea. At full build-out would provide more capacity overall for affordable housing and housing choices over the long term than the other action alternatives. Provides lower capacity for employment opportunities than other action alternatives but still offers significant opportunities to help meet City's employment growth targets and balance the jobs-to-housing ratio over the long term.	11,207 to 13,636 people living in 4,670 to 5,681 housing units, and 2,180 to 2,678 employees would be expected by 2035. At Build-Out: An estimated total of 34,643 people would live in 14,435 housing units, and 11,747 jobs/employees would occur in the subarea. Due to the geographic extent of upzoning, this alternative would provide the most flexibility for redevelopment, inclusive of affordable housing and housing choices over the long term, with more housing capacity than Alternative 4, but less than Alternative 3. Would provide more employment opportunities than under Alternative 4 or 3 to help meet City's employment growth targets and balance the jobs-to-housing ratio over the long term.	Existing population, housing units, and employees in the subarea: 8,321, 3,467, and 1,595, respectively. The Transportation Master Plan Dispersed Model Option projects 11,040 people would live in 4,600 housing units, and 2,325 jobs will occur in the subarea; this is an over-projection given existing land use capacity and likely these numbers would not be reached by 2035 or beyond if existing zoning is retained. Alternative 1—No Action would not contribute significantly to the City meeting assigned growth targets or regional projections for housing and employment.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
3.2 Population, Housing, and Employment	• Incremental growth over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth.	• Incremental growth over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth.	• Incremental growth over many decades. • Proactive planning, management of development, and capital investment to support implementation of the adopted Station Subarea Plan over time. • Updates to Shoreline Municipal Code, Development Code standards to encourage a greater level of affordable housing and housing choices. • Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth.	• Alternative 1—No Action is not considered a viable alternative because it does not meet the basic purpose and need for the planned action and is not consistent with adopted plans and policies at the local, regional, state, and federal levels.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.3 Multimodal Transportation	By 2035: 4,670 to 5,681 total estimated housing units and 2,180 to 2,678 total estimated jobs/employees would generate additional trips in the subarea, with some requiring access to and from the planned park-and-ride structure for the light rail station. At Build-Out: Estimated total of 13,486 housing units and 11,011 jobs/employees would generate additional trips. Estimates of: 10,160 external PM peak and 18,061 total PM peak auto trips generated 55% external and 23% internal auto trips 12% external walk/bike trips 10% External transit trips 2.6 metric tons/100 households GHG emissions	By 2035: 4,670 to 5,681 total estimated housing units and 2,180 to 2,678 total estimated jobs/employees would generate additional trips in the subarea, with some requiring access to and from the planned park-and-ride structure for the light rail station. At Build-Out: Estimated total of 15,270 housing units and 9,639 jobs/employees would generate additional trips. Estimates of: 9,978 external PM peak and 17,894 total PM peak auto trips generated 55% external and 23% internal auto trips 12% external walk/bike trips 10% External transit trips 2.0 metric tons/100 households GHG emissions	By 2035: 4,670 to 5,681 total estimated housing units and 2,180 to 2,678 total estimated jobs/employees would generate additional trips in the subarea, with some requiring access to and from the planned park-and-ride structure for the light rail station. At Build-Out: Estimated total of 14,435 housing units and 11,747 jobs/employees would generate additional trips. Estimates of: 11,408 external PM peak and 20,700 total PM peak auto trips generated 55% external and 21% internal auto trips 14% external walk/bike trips 10% External transit trips 2.4 metric tons/100 households GHG emissions	By 2035: an estimated total of 4,600 housing units and 2,325 jobs/employees would generate additional trips in the subarea, with some requiring access to and from the planned park-and-ride structure for the light rail station. Estimate of 4,756 external PM peak and 6,261 total PM peak auto trips generated. Estimates of: 76% external and 15% internal auto trips 4% external walk/bike trips 5% external transit trips 3.6 metric tons/100 households GHG emissions Most heavily traveled routes for traffic: N-NE 145th Street, 15th Avenue NE, and 5th Avenue NE.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	Most heavily traveled routes for traffic: N-NE 145th Street, 15th Avenue NE, and 5th Avenue NE. Less intersection congestion than Alternative 2; about the same as Alternative 3. More people living within walking and bicycling distance to transit than Alternative 2; less than Alternative 3. By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements: • Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street • NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE • 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection • NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane	Most heavily traveled routes for traffic: N-NE 145th Street, 15th Avenue NE, and 5th Avenue NE. Less intersection congestion than Alternative 2; about the same as Alternative 4. Most people living within walking and bicycling distance to transit compared to other action alternatives. By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements: • Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street • NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE • 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection • NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane	Most heavily traveled routes for traffic: N-NE 145th Street, 15th Avenue NE, 5th Avenue NE, and N-NE 155th Street. Most intersection congestion of all action alternatives, requiring most improvements. Less people living within walking and bicycling distance to transit than other action alternatives. By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements: • Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street • NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE • 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection • NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane	By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements: • Meridian Ave N: two-way left-turn lane from N 145th Street to N 205th Street • NE 155th Street: two-way left-turn lane extended from 5th Avenue NE to 15th Avenue NE • 5th Avenue NE/I-5 NB on-ramp; relocation of on-ramp and intersection to north; signalize intersection • NE 145th Street/5th Avenue NE: add protected WB and NB right-turn lane Implement Lynnwood Link Extension FEIS mitigation measures. Provide right-turn pocket for the northbound approach at 155th Street and 1st Avenue NE. Extend the two-way left turn lane along 5th Avenue NE from I-5 NB ramp to NE 155th Street.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	Implement Lynnwood Link Extension FEIS mitigation measures. Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed. N-NE 145th Street Multimodal Corridor Study improvements, including: • Traffic signal improvements at intersections on Meridian Avenue and 1st Avenue • Improved signalized intersections with new left turn lanes, right turn lanes, and signal timing changes on 145th between Aurora Avenue and 15th Avenue NE • Transit signal priority along the corridor • Revised interchange at I-5 and on-ramp improvements • Additional left-turn storage on existing bridge over I-5	Implement Lynnwood Link Extension FEIS mitigation measures. Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed. SAME N-NE 145th Street Multimodal Corridor Study improvements as listed under Alternative 4. SAME N-NE 155th Street improvements as under Alternative 4. SAME 5th Avenue NE improvements as Alt. 4. SAME Meridian Avenue N improvements as Alt. 4. Longer term if needed—Provide channelized right turn lane for NB approach to NE 150th Street and 15th Avenue NE.	Implement Lynnwood Link Extension FEIS mitigation measures. Monitor traffic conditions, determine development responsibilities for traffic improvements, and implement the following as needed. SAME N-NE 145th Street Multimodal Corridor Study improvements as listed under Alternative 4. SAME N-NE 155th Street improvements as under Alternative 4; may need additional improvement of right turn lane for SB approach at NE 155th Street and 15th Avenue NE over the long term. SAME 5th Avenue NE improvements as Alt. 4. SAME Meridian Avenue N improvements as Alt. 4.	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	Continued—N-NE 145th Street Multimodal Corridor Study improvements, including: • EB right turn lane @ SB I-5 • SB off-ramp right turn lane • WB right turn lane at 5th Avenue • Grade-separated crossing for non-motorized traffic over SB I-5 off-ramp • New bridge deck for 145th Street over I-5 that includes multi-use trail on north side • Sidewalks upgraded to meet City standards • WB BAT lane/queue jump lane east of 5th Avenue • EB BAT lane/queue jumps east of 15th Avenue NE • Wheelchair accessible bus stops • Restricted left-turn access mid-block east of 5th Avenue Adoption of phasing boundaries has minimal influence on the level of mitigation needed because use of the transportation network extends beyond the Phase 1 boundary.	SAME TDM strategies as Alt. 4. SAME ongoing expansion of the bicycle and pedestrian network along with transit service priority measures as Alt. 4. Same access management strategies for new development as Alt. 4. Monitor the need for intersection improvements including roadway widening near intersections. Encourage access from side streets and/or rear alleyways. Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness. Adoption of phasing boundaries has minimal influence on the level of mitigation needed because use of the transportation network extends beyond the Phase 1 boundary.	Longer term if needed—Provide channelized right turn lane for NB approach to NE 150th Street and 15th Avenue NE. SAME TDM strategies as Alt. 4. SAME ongoing expansion of the bicycle and pedestrian network along with transit service priority measures as Alt. 4. Same access management strategies for new development as Alt. 4. Monitor the need for intersection improvements including roadway widening near intersections. Adoption of phasing boundaries has minimal influence on the level of mitigation needed because use of the transportation network extends beyond the Phase 1 boundary.	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	N-NE 155th Street improvements, including: • Consistent with the TMP, extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes • Construct NB right-turn pocket at the intersection of N-NE 155th Street and 1st Avenue NE • Consider signalization or a roundabout at the intersection of N-NE 155th Street and 1st Avenue NE • Longer term if needed—determine if additional through lanes are needed EB and WB to create a five lane profile from Aurora Avenue N to 15th Avenue NE	Expand signal coordination and other intelligent transportation systems (ITS) strategies. Work with Sound Transit on the design of the light rail station and park-and-ride structure (see Alt. 4). SAME parking management strategies as Alt. 4. SAME traffic calming measures as Alt. 4. SAME transit service measures as Alt. 4. SAME bicycle and pedestrian measures as Alt. 4.	Encourage access from side streets and/or rear alleyways. Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness. Expand signal coordination and other intelligent transportation systems (ITS) strategies. Work with Sound Transit on the design of the light rail station and park-and-ride structure (see Alt. 4). SAME parking management strategies as Alt. 4. SAME traffic calming measures as Alt. 4. SAME transit service measures as Alt. 4. SAME bicycle and pedestrian measures as Alt. 4.	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	• Longer term if needed—implement intersection improvements at N 155th Street and Meridian Avenue N with channelized right turn lane for EB and WB approaches and dual left turn lanes for NB and SB approaches • Longer term if needed—Provide right turn lane for NB approach to N 155th Street and 1st Avenue N or provide signalization or roundabout at intersection • Longer term if needed—Provide additional through lanes in the NB and SB direction along 5th Avenue to create a five lane profile between 145th Street and 155th Street • Longer term if needed—Provide dual left turn lanes for EB approach to NE 155th Street and 5th Avenue NE			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	N-NE 155th Street continued: • Longer term if needed—Intersection improvements at NE 155th Street and 15th Avenue NE dual left turn lanes for EB approach 5th Avenue NE improvements • Construct two-way left turn lane from I-5 NB on-ramp to N-NE 155th Street Meridian Avenue N • Consistent with TMP, convert Meridian Avenue N to three lane profile with two-way left turn lane and bicycle lanes Longer term if needed—Provide channelized right turn lane for NB approach to NE 150th Street and 15th Avenue NE.			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	Monitor the need for intersection improvements including roadway widening near intersections. Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 145th Street and other key corridors. Encourage access from side streets and/or rear alleyways. Consider revising concurrency standards to include measures that consider pedestrian, bicycle, and transit measures of effectiveness. Expand signal coordination and other intelligent transportation systems (ITS) strategies.			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate space is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood. Parking management strategies: • Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers. • Consider implementing variable time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use.			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	Continued—Parking management strategies: • Provide parking location signage and information to direct drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking. • Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply. • If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply. Traffic calming: • Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program.			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	Transit service improvements: • Support implementation of recommendations of the King County Metro Transit Metro Connects Long range Plan. • City to coordinate with area transit agencies on transit service integration strategies and improvements over time. • Strategies the City may employ include construction of signal priority systems, queue jumps, and bus bulbs. • Support on-demand transport services by King • County Metro Access, Hyde Shuttles, and others. • Analyze the potential demand for other services (car and bike sharing programs, ridesourcing services, etc.).			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	Pedestrian & Bicycle Facilities: • Implement recommended pedestrian and bicycle improvements in Lynnwood Link FEIS, 145th Multimodal Corridor Study (including off-corridor bike network), Shoreline Transportation Master Plan, and other plans, completing the pedestrian and bicycle network for efficient access to and from the station, within the subarea, and to surrounding neighborhoods and destinations. • Coordinate ongoing expansion of the bicycle and pedestrian network with transit service priority measures. • Implement the Green Network concept described in the FEIS in a phased approach with development. • Coordinate with Sound Transit on bike facilities at the station.			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	Continued—Pedestrian & Bicycle Facilities: • Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects. • Consider opportunity to implement bike sharing program and additional bike storage near station. • Continue to require and implement pedestrian and bicycle facilities and improvements. Implement transportation demand management (TDM) strategies and actions to minimize traffic congestion along N-NE 145th Street and other key corridors.			

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management	In areas proposed for upzoning, streams, wetlands, and buffers on sites proposed for redevelopment would be delineated and protected in accordance with the City's Critical Areas Ordinance (CAO). Public parks and open space areas would continue to be retained as under existing conditions. Trees would be protected in these areas and in critical areas (streams, wetlands, buffers, and other designated critical areas) per the City's CAO requirements.	In areas proposed for upzoning, streams, wetlands, and buffers on sites proposed for redevelopment would be delineated and protected in accordance with the City's Critical Areas Ordinance (CAO). Public parks and open space areas would continue to be retained as under existing conditions. Trees would be protected in these areas and in critical areas (streams, wetlands, buffers, and other designated critical areas) per the City's CAO requirements.	In areas proposed for upzoning, streams, wetlands, and buffers on sites proposed for redevelopment would be delineated and protected in accordance with the City's Critical Areas Ordinance (CAO). Public parks and open space areas would continue to be retained as under existing conditions. Trees would be protected in these areas and in critical areas (streams, wetlands, buffers, and other designated critical areas) per the City's CAO requirements.	In areas outside public parks and open space that would continued to be retained in single family use, home yards/lawns would continue to exist within and near wetlands, streams, and buffers; these critical areas likely would not be further delineated and protected. Public parks and open space areas would continue to be retained as under existing conditions. Surface water management regulations are applicable to different thresholds of development, regardless of the zoning designation. Concentrations of peat laden soils appear to be located primarily in already existing protected park lands.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management	Surface water runoff would increase with redevelopment, but is required to be mitigated by various treatments and facilities in accordance with applicable local and state regulations. Flow control, preservation of hydrologic (surface and groundwater) systems, water quality treatment, and habitat protection are inherent elements of these regulations. There is the potential to restore and enhance stream corridors and habitat areas as mitigation requirements of redevelopment. Concentrations of peat laden soils appear to be located primarily in existing publicly owned park lands. Liquefaction susceptible areas mapped by the City appear to be located primarily in public park areas.	Surface water runoff would increase with redevelopment, but is required to be mitigated by various treatments and facilities in accordance with applicable local and state regulations. Flow control, preservation of hydrologic (surface and groundwater) systems, water quality treatment, and habitat protection are inherent elements of these regulations. There is the potential to restore and enhance stream corridors and habitat areas as mitigation requirements of redevelopment. Concentrations of peat laden soils appear to be located primarily in existing publicly owned park lands. Liquefaction susceptible areas mapped by the City appear to be located primarily in public park areas.	Surface water runoff would increase with redevelopment, but is required to be mitigated by various treatments and facilities in accordance with applicable local and state regulations. Flow control, preservation of hydrologic (surface and groundwater) systems, water quality treatment, and habitat protection are inherent elements of these regulations. There is the potential to restore and enhance stream corridors and habitat areas as mitigation requirements of redevelopment. Concentrations of peat laden soils appear to be located primarily in existing publicly owned park lands. Liquefaction susceptible areas mapped by the City appear to be located primarily in public park areas.	Liquefaction susceptible areas mapped by the City appear to minimal within the subarea.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management	Geotechnical, critical areas, and drainage reports are typical requirements of redevelopment projects subject to site development and building permits. These site-specific technical analyses will determine the exact extent of critical areas. Geotechnical reports would address soil suitability for redevelopment and recommended engineering techniques. Streams, wetlands, and buffers would be delineated, classified, and surveyed. Drainage reports will address City and Department of Ecology (DOE) requirements and determine methods for surface water management, including infiltration, green stormwater infrastructure and low impact development techniques, dispersion, conveyance, or other actions. To serve the Phase 1 area over the next twenty years, approximately 5,200 feet of conveyance improvements may	Geotechnical, critical areas, and drainage reports are typical requirements of redevelopment projects subject to site development and building permits. These site-specific technical analyses will determine the exact extent of critical areas. Geotechnical reports would address soil suitability for redevelopment and recommended engineering techniques. Streams, wetlands, and buffers would be delineated, classified, and surveyed. Drainage reports will address City and Department of Ecology (DOE) requirements and determine methods for surface water management, including infiltration, green stormwater infrastructure and low impact development techniques, dispersion, conveyance, or other actions. To serve the Phase 1 area over the next twenty years, approximately 4,900 feet of conveyance improvements may	Geotechnical, critical areas, and drainage reports are typical requirements of redevelopment projects subject to site development and building permits. These site-specific technical analyses will determine the exact extent of critical areas. Geotechnical reports would address soil suitability for redevelopment and recommended engineering techniques. Streams, wetlands, and buffers would be delineated, classified, and surveyed. Drainage reports will address City and Department of Ecology (DOE) requirements and determine methods for surface water management, including infiltration, green stormwater infrastructure and low impact development techniques, dispersion, conveyance, or other actions. To serve the Phase 1 area over the next twenty years, approximately 6,200 feet of conveyance improvements may	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.4 Streams, Wetlands, Subsurface and Groundwater Conditions and Surface Water Management OTHER POTENTIAL MITIGATION FOR THE ACTION ALTERNATIVES: • Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment.	be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development (LID). If phasing boundaries are not adopted, surface water management improvements over a broader area in the next twenty years could add approximately another 5,000 to 6,000 feet of conveyance improvement needs (but likely would be mitigated/reduced). At full build-out, 22,950 feet of conveyance improvements may be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development.	be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development (LID). If phasing boundaries are not adopted, surface water management improvements over a broader area in the next twenty years could add approximately another 5,000 to 6,000 feet of conveyance improvement needs (but likely would be mitigated/reduced). At full build-out, 21,450 feet of conveyance improvements may be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development.	be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development (LID). If phasing boundaries are not adopted, surface water management improvements over a broader area in the next twenty years could add approximately another 5,000 to 6,000 feet of conveyance improvement needs (but likely would be mitigated/reduced). At full build-out, 23,800 feet of conveyance improvements may be needed in the subarea for surface water management; however this would likely be mitigated and significantly reduced in compliance with regulations related to green stormwater infrastructure and low impact development.	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas Public Services Note: Neighborhood parks can vary in size. The PROS Plan defines the size of neighborhood parks as being less than ten acres. The City prefers that these parks be at least three acres in size, but recognizes that parks smaller than three acres can sometimes serve special purposes.	By 2035: Estimated total population of 11,207 to 13,635 residents would generate demand for one new neighborhood park (in addition to the existing parks in the subarea), as well as other recreation and cultural services to serve the growing populations. At Build-Out: An estimated total of 32,367 people would live in 13,486 housing units, and 11,011 jobs/employees would occur in the subarea, generating demand for two to four new neighborhood parks and possibly other facilities (to be monitored and evaluated over time). Public parks and open space areas would continue to be retained as under existing conditions.	By 2035: Estimated total population of 11,207 to 13,635 residents would generate demand for one new neighborhood park (in addition to the existing parks in the subarea), as well as other recreation and cultural services to serve the growing populations. At Build-Out: An estimated total of 36,647 people would live in 15,270 housing units, and 9,639 jobs/employees would occur in the subarea, generating demand for two to four new neighborhood parks and possibly other facilities (to be monitored and evaluated over time). Public parks and open space areas would continue to be retained as under existing conditions.	By 2035: Estimated total population of 11,207 to 13,635 residents would generate demand for one new neighborhood park (in addition to the existing parks in the subarea), as well as other recreation and cultural services to serve the growing populations. At Build-Out: An estimated total of 34,643 people would live in 14,435 housing units, and 11,747 jobs/employees would occur in the subarea, generating demand for two to four new neighborhood parks and possibly other facilities (to be monitored and evaluated over time). Public parks and open space areas would continue to be retained as under existing conditions.	By 2035: Current level of parks, recreation, and open space would serve 20-year growth. Public parks and open space areas would continue to be retained as under existing conditions.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.5 Parks, Recreation, Open Space, Natural Areas, and Priority Habitat Areas Public Services Note: Adoption of phasing boundaries would not change the impact analysis because the parks and recreation service area extends beyond the Phase 1 boundary.	Additional potential mitigation measures to be implemented over time, include: • Implement PROS Plan projects/improvements. • Acquire additional park land. • Develop a park impact fee program. • Ensure that pedestrian connections through parks to light rail station are designed and constructed in character with the parks. • Address increased activity in existing parks with capital investment/maintenance funding program. • Continue to plan and determine specific needs for spaces, facilities and programs to accommodate anticipated growth. • Adopt Subarea Plan policies that address parks, recreation, and the natural environment (see Section 3.5 of the FEIS). • Implement the Green Network concept plan described in this FEIS.	SAME additional potential mitigation measures to be implemented over time as listed under Alternative 4.	SAME additional potential mitigation measures to be implemented over time as listed under Alternative 4.	

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.6 Schools, Police, Fire, and Other Public Services **SCHOOLS** Note: student population numbers shown are total, from existing and new households, and based on current ratio of students at each level. **POLICE** Note: Adoption of phasing boundaries would not change the impact analysis because schools and police service areas extend beyond the Phase 1 boundary.	By 2035 estimated 1,541 to 1,875 total new students would create additional demand for school facilities/services, as follows: 793-965 elementary students 242-295 middle school students 506-615 high school students At Build-Out, 3,306 total additional students would be: 1,701 elementary students 520 middle school students 1,085 high school students By 2035: 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space. At Build-Out, up to 20 new commissioned officers, as well as more equipment, vehicles, and facilities/space.	By 2035 estimated 1,541 to 1,875 total new students would create additional demand for school facilities/services, as follows: 793-965 elementary students 242-295 middle school students 506-615 high school students At Build-Out, 3,895 total additional students would be: 2,004 elementary students 613 middle school students 1,278 high school students By 2035: 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space. At Build-Out, up to 24 new commissioned officers, as well as more equipment, vehicles, and facilities/space.	By 2035 estimated 1,541 to 1,875 total new students, would create additional demand for school facilities/services, as follows: 793-965 elementary students 242-295 middle school students 506-615 high school students At Build-Out,3,619 total additional students would be: 1,862 elementary students 569 middle school students 1,188 high school students By 2035: 2.5 to 4.5 new commissioned officers would be needed, as well as more equipment, vehicles, and facilities/space. At Build-Out, up to 22 new commissioned officers, as well as more equipment, vehicles, and facilities/space.	By 2035 estimated 374 total new students would create additional demand for school facilities/services, as follows: 192 elementary students 59 middle school students 123 high school students By 2035: 2.3 new commissioned officers would be needed, as well as more equipment, vehicles and facilities/space.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.6 Public Services, Cont'd.				
FIRE AND EMERGENCY SERVICES	By 2035, an estimated 287 to 664 additional annual calls (staff, equipment, and facilities to support increase). At Build-Out, an estimated increase of 2,405 to 3,006 additional annual calls.	By 2035, an estimated 287 to 664 additional annual calls (staff, equipment, and facilities to support increase). At Build-Out, an estimated increase of 2,833 to 3,541 annual calls.	By 2035, an estimated 287 to 664 additional annual calls (staff, equipment, and facilities to support increase). At Build-Out, an estimated Increase of 2,632 to 3,290 additional annual calls.	By 2035: 272 to 340 additional annual calls (staff, equipment, and facilities to support increase).
SOLID WASTE *Housing units & commercial uses **Based on current waste generation levels; likely to be lower in coming decades Note: Adoption of phasing boundaries would not change the impact analysis because service areas extend beyond the Phase 1 boundary.	By 2035, An estimated 1,226 to 2,257 more customers* would generate 28,198 to 51,911 additional pounds of solid waste per week. At Build-Out, 10,396 more customers* would generate 239,108 additional pounds of solid waste per week.**	By 2035, An estimated 1,226 to 2,257 more customers* would generate 28,198 to 51,911 additional pounds of solid waste per week. At Build-Out, 12,125 more customers* would generate 278,875 additional pounds of solid waste per week.**	By 2035, an estimated 1,226 to 2,257 more customers* would generate 28,198 to 51, 911 additional pounds of solid waste per week. At Build-Out, 11,374 more customers* would generate 261,602 additional pounds of solid waste per week.**	By 2035, 1,162 more customers* would generate 26,726 additional pounds of solid waste per week.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS & MITIGATION MEASURES				
3.6 Public Services, Cont'd				
CITY/MUNICIPAL SERVICES	By 2035, an estimated 2,886 to 5,314 more people would require 7.71 to 14.19 FTE additional City employees. At Build-Out, an estimated 24,046 more people would require 64.2 FTE additional City employees.	By 2035, an estimated 2,886 to 5,314 more people would require 7.71 to 14.19 FTE additional City employees. At Build-Out, an estimated 28,326 more people would require 75.63 FTE additional City employees.	By 2035, an estimated 2,886 to 5,314 more people would require 7.71 to 14.19 FTE additional City employees. At Build-Out, an estimated 26,322 more people would require 70.28 FTE additional City employees.	By 2035, and estimated 2,719 more people would require 7.26 FTE additional City employees.
MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES Note: Adoption of phasing boundaries would not change the impact analysis because service areas extend beyond the Phase 1 boundary.	By 2035, an estimated 5.2 percent to 9.6 percent increase in demand for services. At Build-Out, an estimated 43.38 percent increase in demand for services; a new library or satellite library may be needed.	By 2035, an estimated 5.2 percent to 9.6 percent increase in demand for services. At Build-Out, an estimated 51 percent increase in demand for services; a new satellite library may be needed.	By 2035, an estimated 5.2 percent to 9.6 percent increase in demand for services. At Build-Out, an estimated 47.48 percent increase in demand for services; a new satellite library may be needed.	By 2035, an estimated 4.9 percent increase in demand for services.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
3.6 Public Services, Cont'd **SCHOOLS** **POLICE** **FIRE AND EMERGENCY SERVICES** **SOLID WASTE** **CITY/MUNICIPAL SERVICES** **MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES**	All service providers would monitor the need for additional services and facilities as population growth occurs in the subarea. The School District would continue to retain existing properties for future potential uses. Consider opportunities for satellite facilities (police, library, etc.). Certain service providers could explore eligibility to charge impact fees. Seek to reduce demand for services based on outreach, behavioral choices, planning, and design. City may consider increases in development application review fees.	All service providers would monitor the need for additional services and facilities as population growth occurs in the subarea. The School District would continue to retain existing properties for future potential uses. Consider opportunities for satellite facilities (police, library, etc.). Certain service providers could explore eligibility to charge impact fees. Seek to reduce demand for services based on outreach, behavioral choices, planning, and design. City may consider increases in development application review fees.	All service providers would monitor the need for additional services and facilities as population growth occurs in the subarea. The School District would continue to retain existing properties for future potential uses. Consider opportunities for satellite facilities (police, library, etc.). Certain service providers could explore eligibility to charge impact fees. Seek to reduce demand for services based on outreach, behavioral choices, planning, and design. City may consider increases in development application review fees.	Increases in households and businesses would result in increased revenue to help offset cost of providing additional services and facilities.

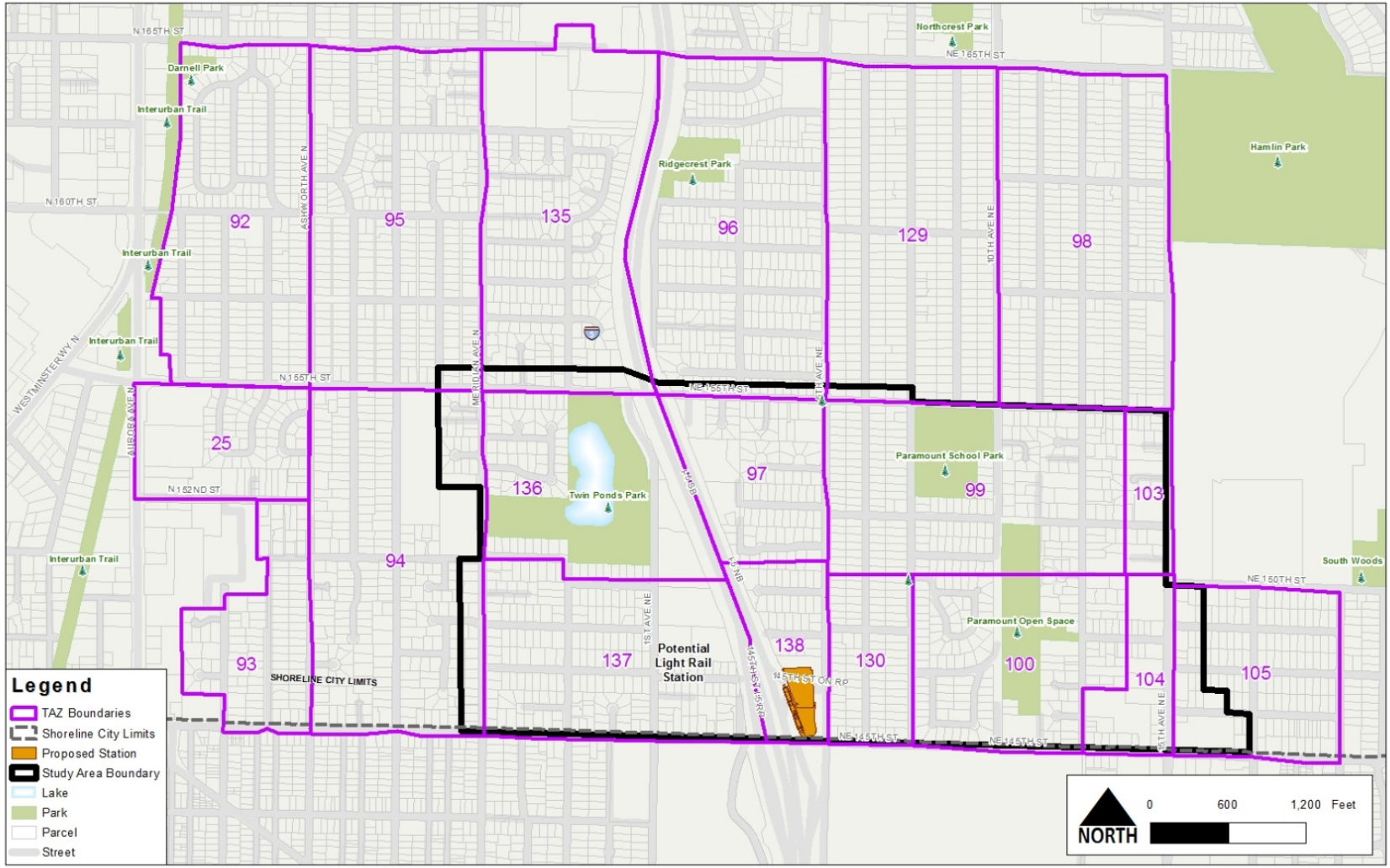
	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
3.6 Public Services, Cont'd **SCHOOLS** **POLICE** **FIRE AND EMERGENCY SERVICES** **SOLID WASTE** **CITY/MUNICIPAL SERVICES** **MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES**	Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades. Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities. Consider the need for potential increases in fees for services to address growth. In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.).	Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades. Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities. Consider the need for potential increases in fees for services to address growth. In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.).	Provide outreach to and coordinate with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades. Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities. Consider the need for potential increases in fees for services to address growth. In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.).	Increases in households and businesses would result in increased revenue to help offset cost of providing additional services and facilities.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.7 Utilities	At Build-Out:	At Build-Out:	At Build-Out:	At Build-Out:
WATER	3,091,000 total gallons per day compared to 690,000 current usage; 348% growth in demand.	3,298,000 total gallons per day compared to 690,000 current usage; 378% growth in demand.	3,305,000 total gallons per day compared to 690,000 current usage; 379% growth in demand.	926,000 gallons per day compared to 690,000 current usage; 34% growth in demand.
WASTEWATER	3,609,000 gpd compared to 813,000 gpd current usage; 344% increase in demand for service compared to current service level.	3,866,000 gpd compared to 813,000 gpd current usage; 376% increase in demand for service compared to current service level.	3,860,000 gpd compared to 813,000 gpd current usage; 374% increase in demand for service compared to current service level.	1,090,000 gpd compared to 813,000 gpd current usage; 34% increase in demand for service compared to current service level.
ELECTRICITY	360% increase in demand for electricity; undergrounding.	400% increase in demand for electricity; undergrounding.	417% increase in demand for electricity; undergrounding.	36% increase in demand for electricity.
NATURAL GAS	Major increase in demand at build-out.	Major increase in demand at build-out.	Major increase in demand at build-out.	Minor increase in demand.
COMMUNICATIONS (Phone, Internet, Cable)	Major increase in demand at build-out.	Major increase in demand at build-out.	Major increase in demand at build-out.	Minor increase in demand.
	Notes: Only impacts at build-out were characterized in the analysis; then mitigation/capital projects were estimated as a percent growth of build-out to identify those needed in the next twenty years to support growth. Differences in impacts related to adopting Phase 1 and Phase 2 boundaries are discussed in the text of the FEIS (Section 3.7).			

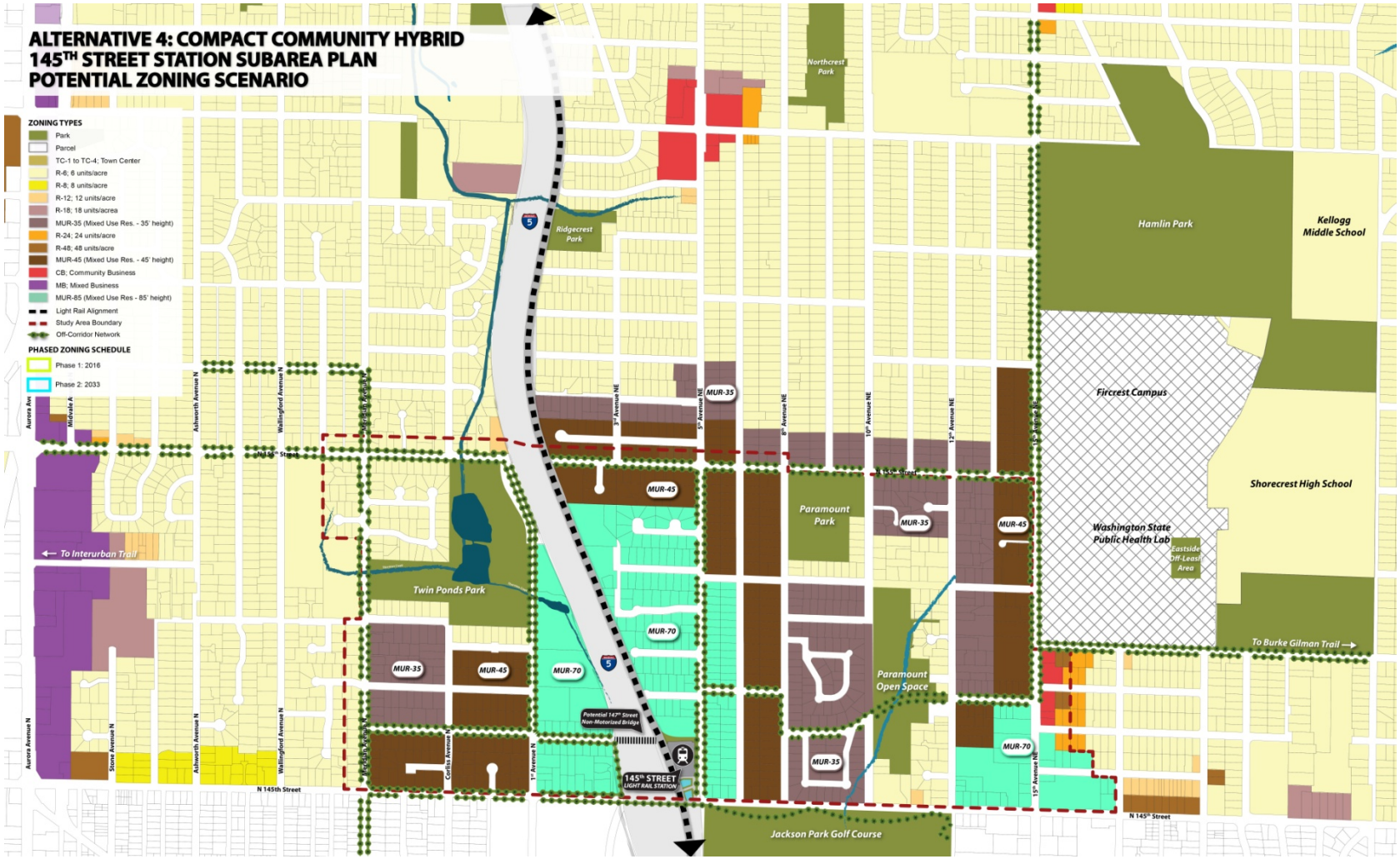
	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES				
3.7 Utilities **WATER** See FEIS for a more detailed description of water system improvement needs.	By 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning. • Evaluate/verify long-term storage and facilities needs. • Upgrade approximately. 5,000 to 6,000 LF of existing SPU 4" and 6" mains to 8" (see Section 3.7 of FEIS for details). • Upgrade approximately 12,000 LF of existing North City Water 6" mains to 8" (see Section 3.7 for details). To Serve Build-Out: • Upgrade 5,200 LF of 8" mains, as well as valves & hydrants in the Seattle Public Utilities (SPU) system. • Upgrade 13,500 LF 8" mains and 17,600 LF 12" mains and valves & hydrants the North City Water system.	By 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning. • Evaluate/verify long-term storage and facilities needs. • Upgrade approximately 5,000 to 6,000 LF of existing SPU 4" and 6" mains to 8" (see Section 3.7 of FEIS for details). • Upgrade approximately 12,000 LF of existing North City Water 6" mains to 8" (see Section 3.7 for details). To Serve Build-Out: • Upgrade 7,600 LF of 8" mains, as well as valves & hydrants in the Seattle Public Utilities (SPU) system. • Upgrade 10,900 LF 8" mains and 24,100 LF 12" mains and valves & hydrants the North City Water system.	By 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning. • Evaluate/verify long-term storage and facilities needs. • Upgrade approximately 5,000 to 6,000 LF of existing SPU 4" and 6" mains to 8" (see Section 3.7 of FEIS for details). • Upgrade approximately 12,000 LF of existing North City Water 6" mains to 8" (see Section 3.7 for details). To Serve Build-Out: • Upgrade 12,700 LF of 8" mains, as well as valves & hydrants in the Seattle. Public Utilities (SPU) system • Upgrade 20,700 LF 8" mains and 21,300 LF 12" mains and valves & hydrants the North City Water system.	By 2035: • Utility providers would need to implement already planned improvements. • Upgrade 1,600 LF of mains, as well as valves & hydrants in the Seattle Public Utilities (SPU) system. • Upgrade 4,700 LF of mains, as well as valves & hydrants in the North City Water system.

	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.7 Utilities **WASTEWATER** See FEIS for a more detailed description of wastewater system and surface water system improvement needs.	By 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning. • Upgrade 1,400 LF of 30" trunk main, 130 LF of 18" trunk main, 2,300 LF of 18" or larger mains, and 8,100 LF of 12" to 15" mains.	By 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning. • Upgrade 1,400 LF of 30" trunk main, 130 LF of 18" trunk main, 2,300 LF of 18" or larger mains, and 8,400 LF of 12" to 15" mains.	By 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning. • Upgrade 1,400 LF of 30" trunk main, 130 LF of 18" trunk main, 3,000 LF of 18" or larger mains, and 8,800 LF of 12" to 15" mains.	By 2035: • Utility providers would need to implement already planned improvements. • Existing system would not need to be upgraded.

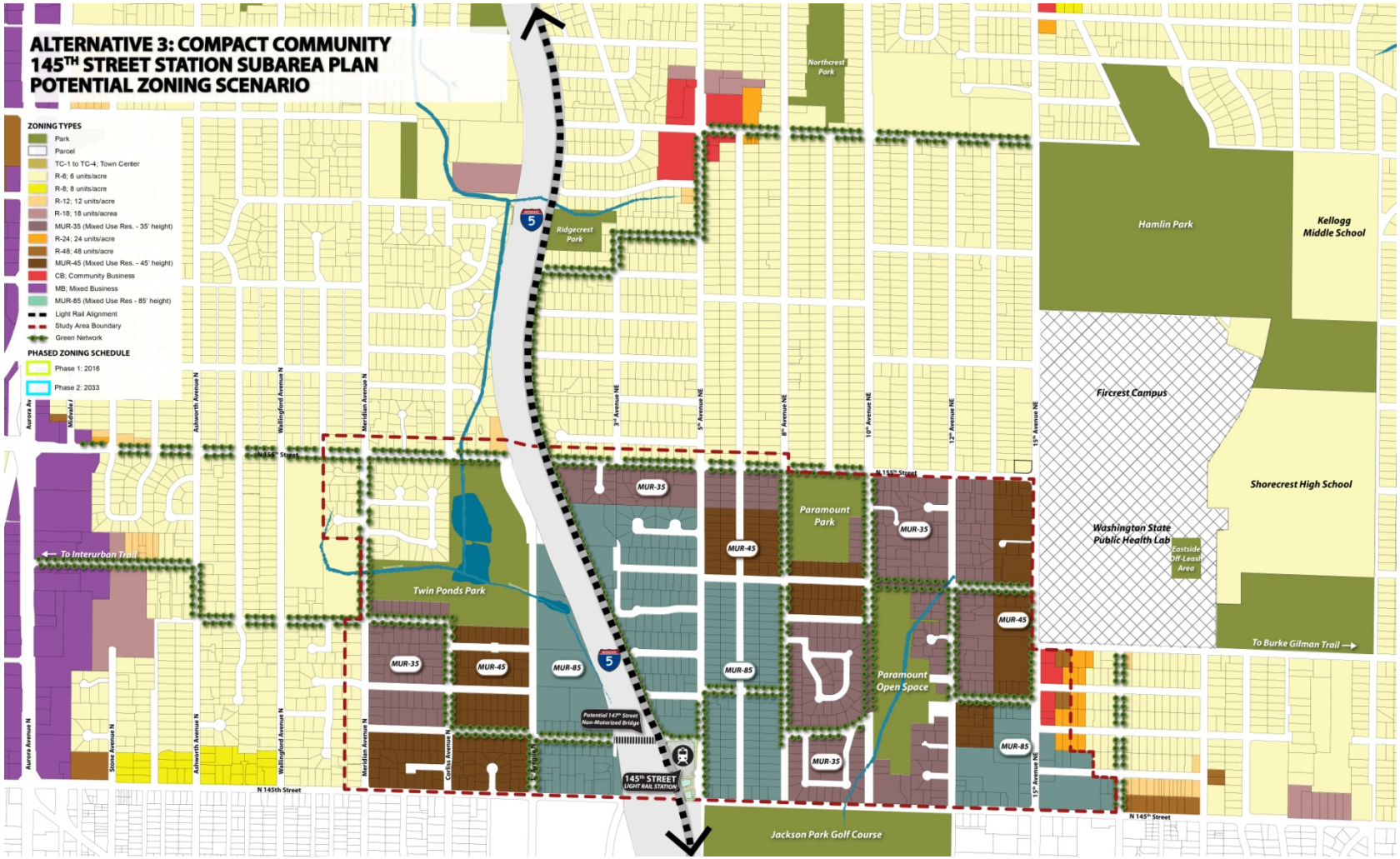
	Alternative 4—Compact Community Hybrid	Alternative 3—Compact Community	Alternative 2—Connecting Corridors	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.7 Utilities **ELECTRICITY** **NATURAL GAS** **COMMUNICATIONS (Phone, Internet, Cable)**	To Serve 2035 and Build-Out Growth: Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades. Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities. Consider the need for potential increases in fees for services to address growth. Explore district energy options and incentivize green building. Behavioral changes may offset some demand for services.	To Serve 2035 and Build-Out Growth: Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades. Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities. Consider the need for potential increases in fees for services to address growth. Explore district energy options and incentivize green building. Behavioral changes may offset some demand for services.	To Serve 2035 and Build-Out Growth: Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades. Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities. Consider the need for potential increases in fees for services to address growth. Explore district energy options and incentivize green building. Behavioral changes may offset some demand.	Continue along current service planning path; increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities.



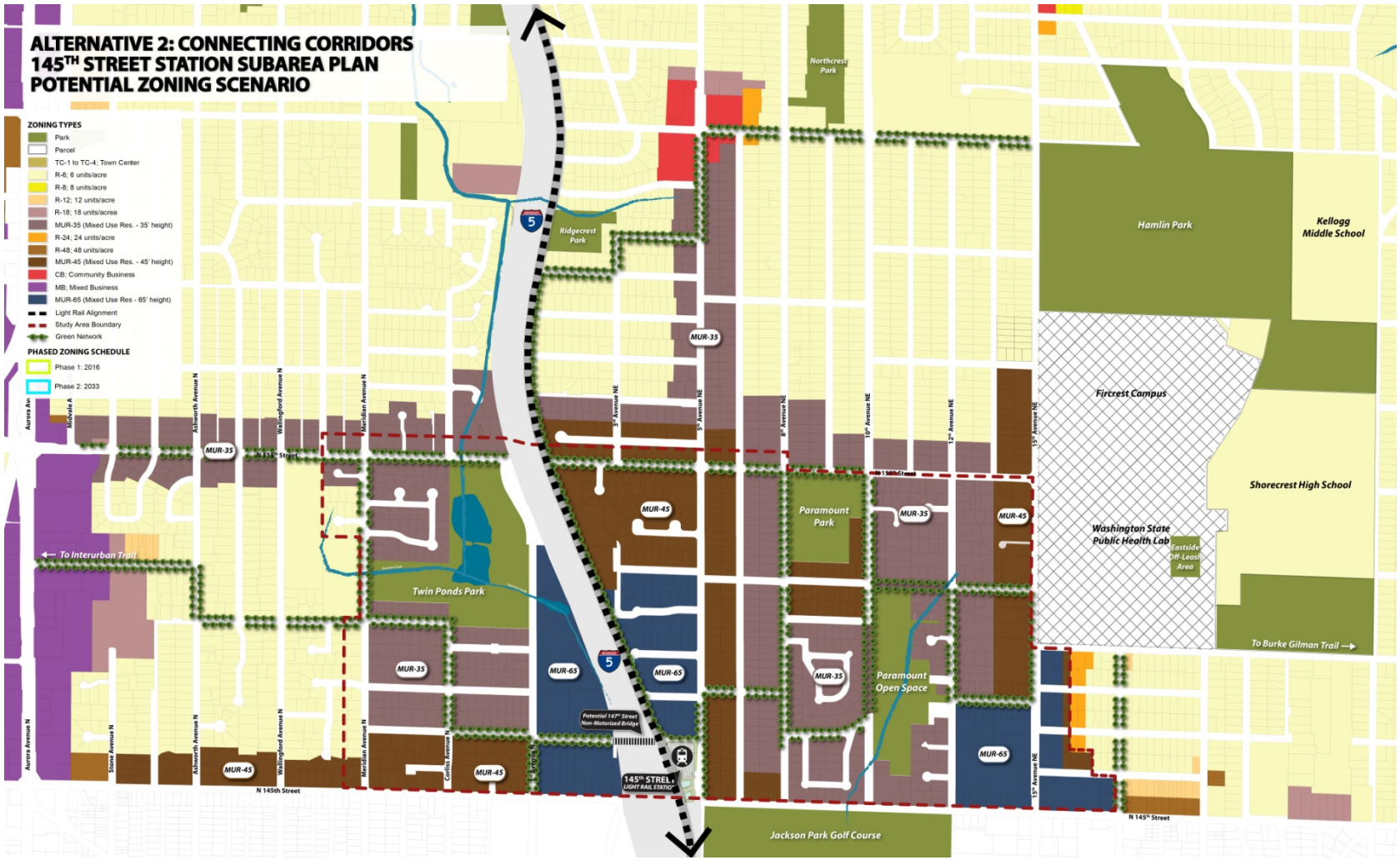
Map of Traffic Analysis Zones Encompassing and Extending Beyond the Subarea



Alternative 4—Compact Community Hybrid

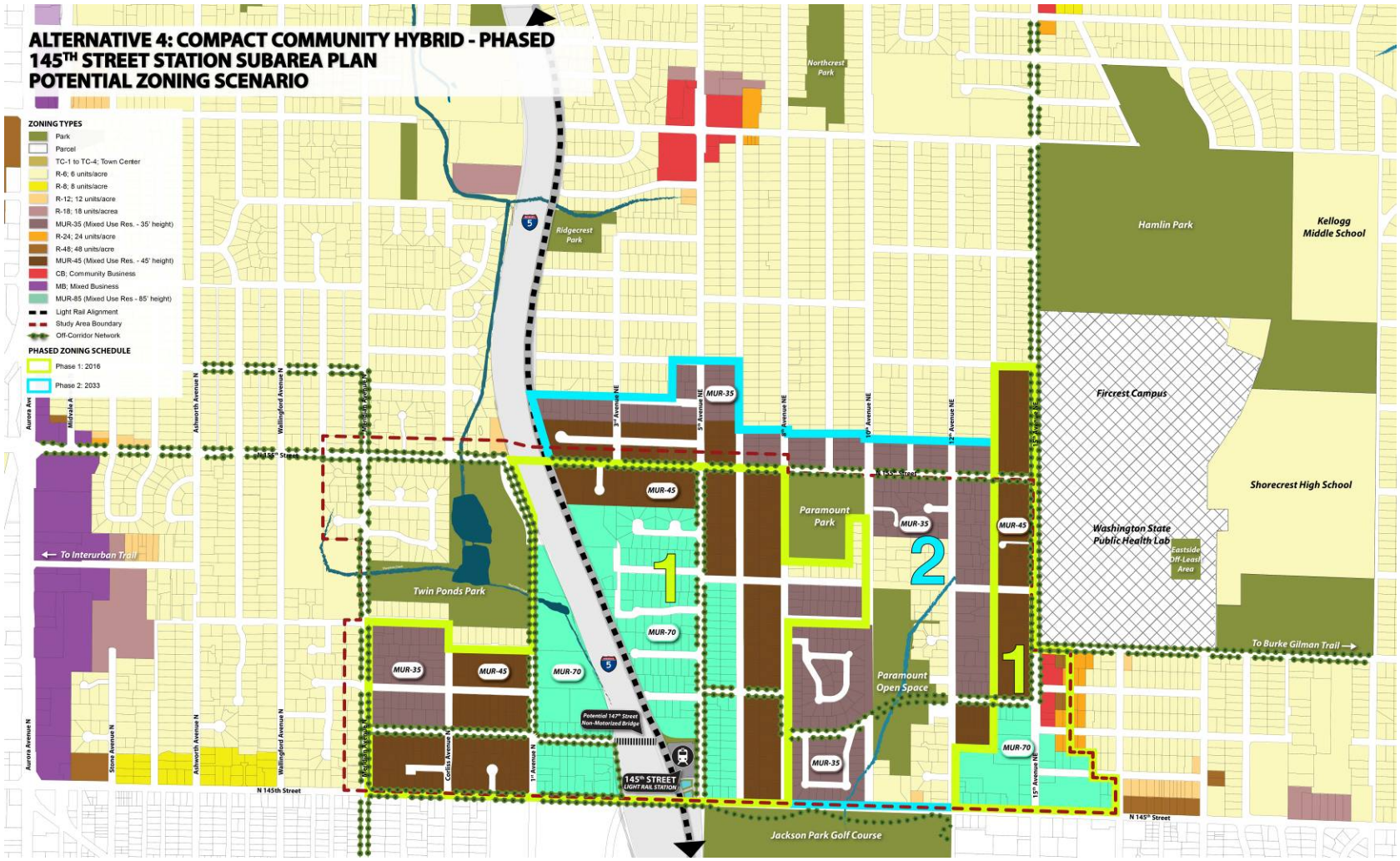


Alternative 3—Compact Community

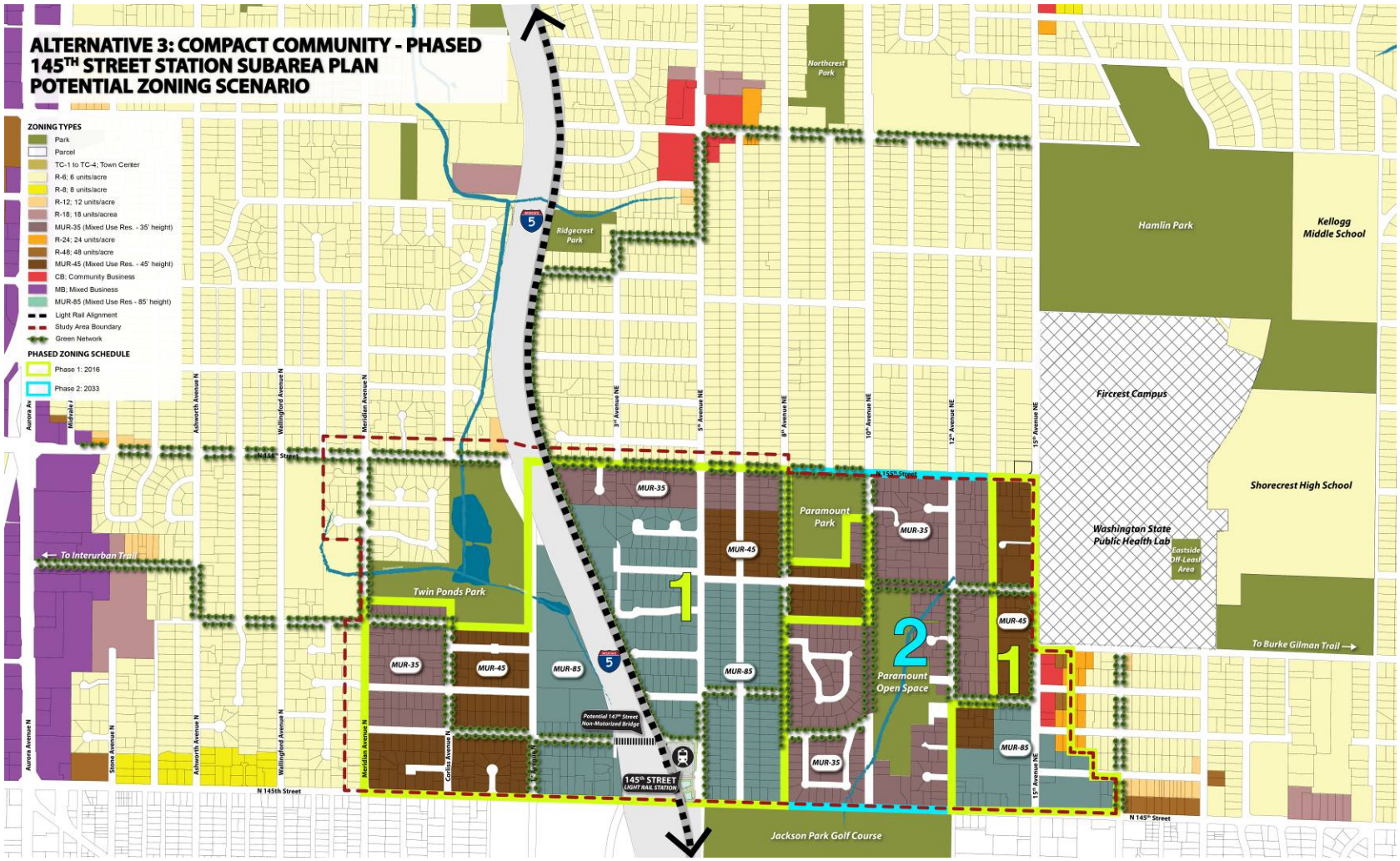


Alternative 2—Connecting Corridors

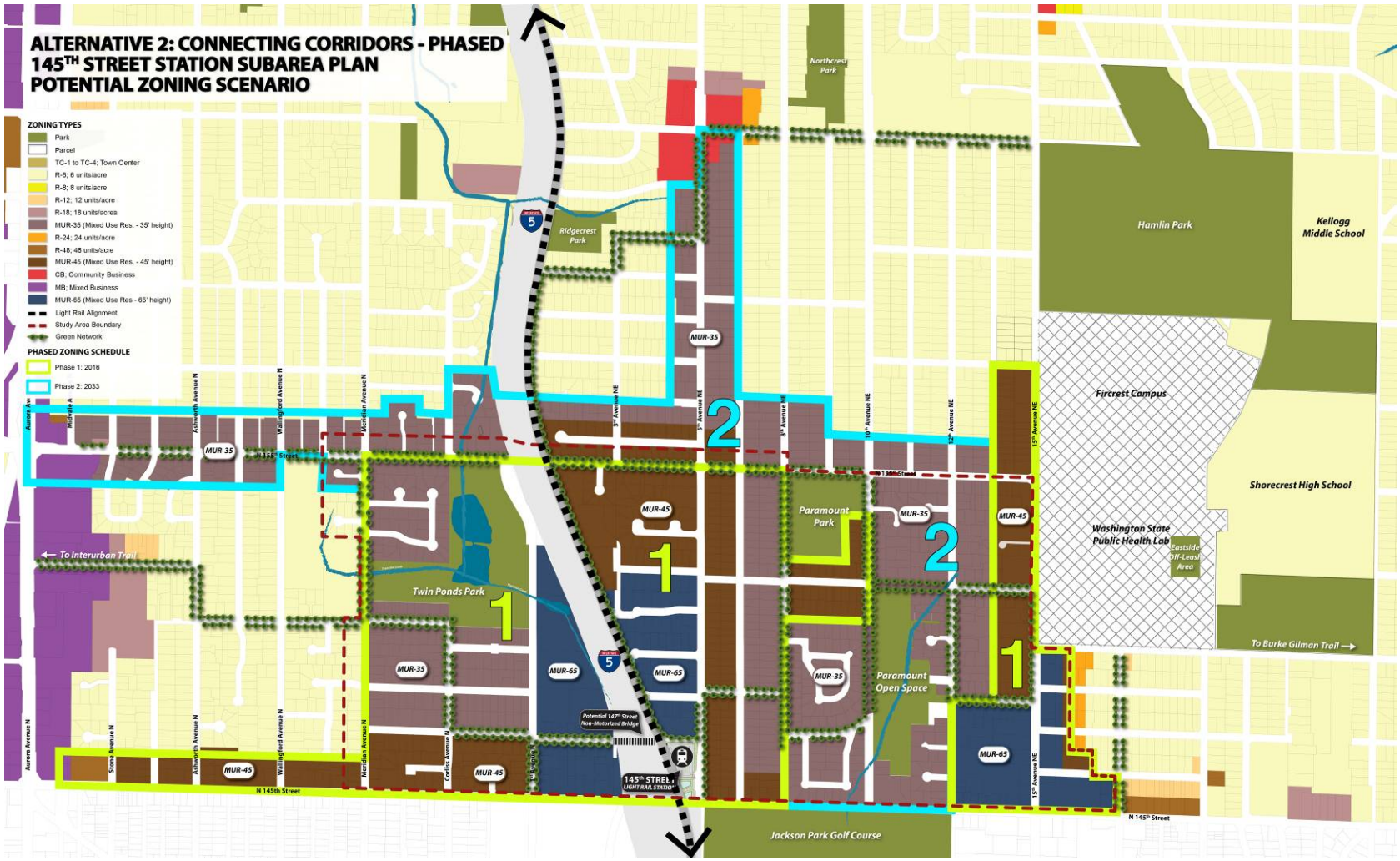
Alternative 1—No Action



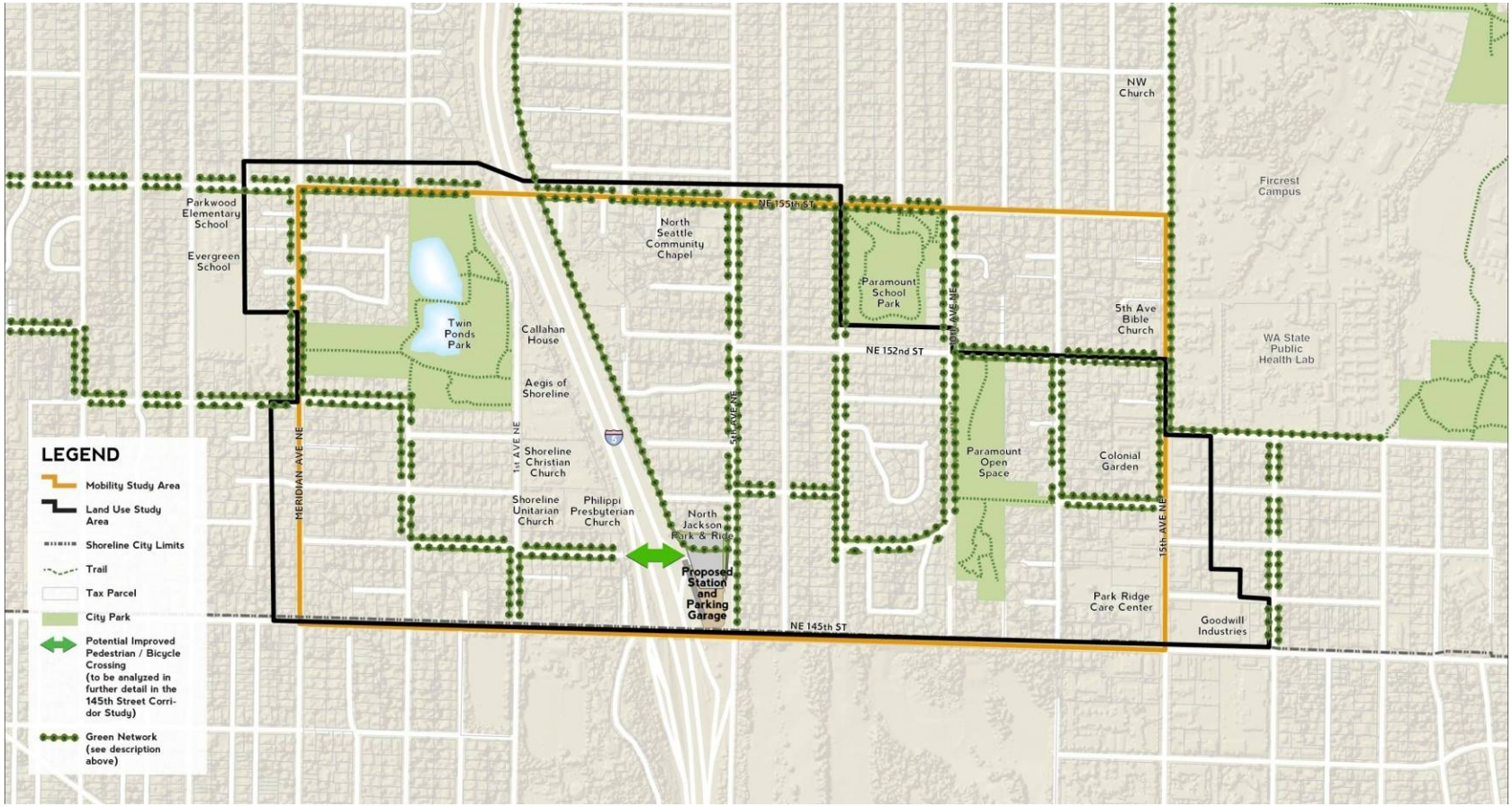
Alternative 4—Compact Community Hybrid with Phase 1 and 2 Boundaries



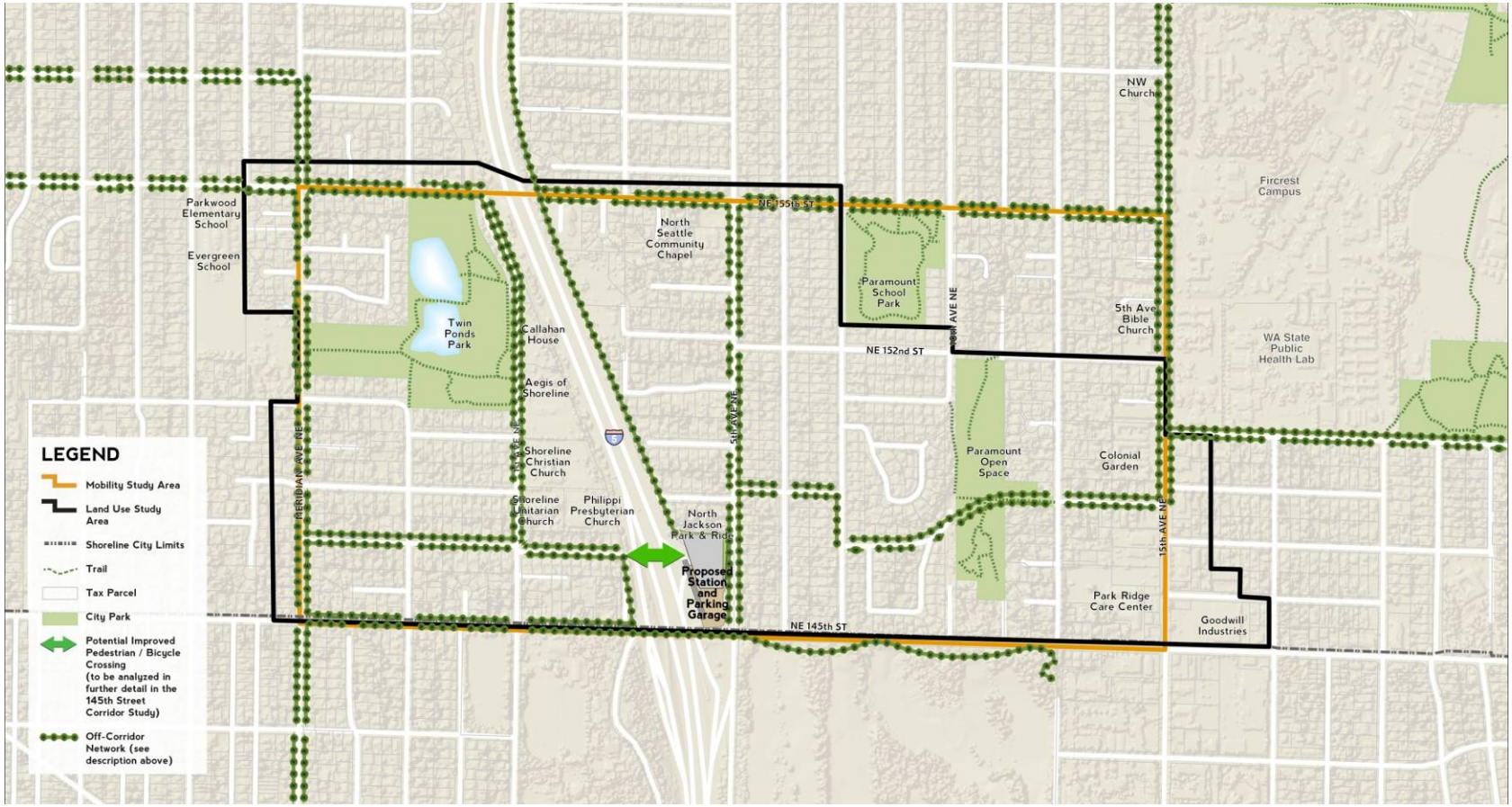
Alternative 3—Compact Community with Phase 1 and 2 Boundaries



Alternative 2—Connecting Corridors Phase 1 and 2 Boundaries



The Green Network Concept Plan—Proposed Under Alternatives 2 and 3



Off-Corridor Network—Identified in the 145th Corridor Study and Proposed Under Alternative 4

Example Housing and Mixed Use Building Styles-MUR-85' Zoning Designation

Example Housing and Mixed Use Building Styles-MUR-70' Zoning Designation

Example Housing and Mixed Use Building Styles-MUR-65' Zoning Designation

Example Housing and Mixed Use Building Styles-MUR-45' Zoning Designation

Example Housing and Mixed Use Building Styles-MUR-35' Zoning Designation

Conceptual possibility for redevelopment and improvements in the vicinity of 5th Avenue NE and NE 149th Street, looking southwest

Conceptual possibility for redevelopment and improvements along 5th Avenue NE

Conceptual illustration of the possibility of redevelopment in the background of the community gardens at Twin Ponds Park, looking southeast

Conceptual illustration of possible redevelopment surrounding the Paramount School Park site

Conceptual illustration of possible MUR-35' residential development near Paramount Park and including stormwater planters along street as part of the green network

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